



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Dale F. Doughty  
COMMISSIONER

April 27, 2026  
Subject: Full Depth Reclamation  
WIN:027666.00 & 027678.00  
Location: Bowdoin, Bowdoinham,  
Litchfield, & Richmond  
**Amendment No. 1**

Dear Sir/Ms.:

Make the following changes to the Bid book:

**Remove** Cross Slope Sheet dated March 16, 2026, page 40 and **Replace** with Cross Slope Sheet dated April 27, 2026.

The following questions have been received:

Question: The construction notes for Item 202.202 Remove Pavement Surface indicate that pavement removal is required from Station 535+50 to Station 556+50. Please clarify the required depth of asphalt removal within this station range.

Response: GPR data indicates 8 to 10" of existing HMA. All material shall be removed.

Question: The station range 535+50 to 556+50 is excluded from the stabilization limits for item 307.335 Full Depth Recycled Pavement (w Emulsified Asphalt Stabilizer) 5 in Depth. Please confirm whether it is the Department's intent to omit stabilization treatment entirely within this area.

Response: The intent is to omit stabilization treatment entirely within this area.

Question: Will the Department allow Rt. 125 be completed later in 2026 or will the Department allow for the section of Rt. 125 to be complete with base pavement before June 19, 2026?

Response: Either option is acceptable, the surface shall be largely HMA on that date, either existing or newly constructed.

Question: Could the Department explain it's intended process for investigating the frost heaves, materials needed to put the road elevation back to existing conditions before the FDR process?

Response: There is no plan for investigating frost heaves, the Construction Notes indicate areas where a box cut will be constructed to mitigate the effects of frost heaves in specific locations.

Question: Is it the Departments intention to utilize pipe ties on RCP pipe at any of the joints? If so, would it be all joints or just last two joints on outlet/inlet? Would this be incidental to the pipe item?

Response: The contract calls for Option III culverts. Should the Contractor select RCP, 2 groups of pipe ties on each end will be required and considered incidental.

Question: Will milling of the reconstruction areas be paid under item 202.202?

Response: Variable Gravel locations will be paid under 202.202. Box Cut locations will be paid under 203.20.

Question: The Rt.125 section has no positive center line markups for gravel on the slope sheet, what's the Departments intentions for reconstruction station 31+00 to 36+45?

Response: Remove and replace Cross Slope Sheet dated March 16, 2026 on page 40 with the attached Revised Cross Slope Sheet dated April 27,2026

Consider these changes and information prior to submitting your bid on **April 29, 2026.**

Sincerely,



George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

## CROSS SLOPE SHEET

STA	LEFT Travel Lane Slope %	CL Grade Change inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Grade Change inch	RIGHT Travel Lane Slope %	STA	LEFT Travel Lane Slope %	CL Grade Change inch	RIGHT Travel Lane Slope %
34+00		7.0		64+00			-4.0				
33+50		8.5									
33+00		5.5		63+00	1.5						
32+50		4.0		62+50	1.0						
32+00		2.5		62+00	-1.0						
31+50		0.5		61+50	-3.0						
31+00		0.0		61+00		-0.5					
30+50		-0.5		60+50	-3.0	-1.0					
				60+00	-4.0						
29+50		-0.5									
29+00		-1.0		58+00			-4.0				
28+50		-1.0		57+50			-3.0				
28+00		-1.5									
27+50		-2.0		56+00	-4.0	-1.0	-3.0				
				55+50	-2.0	-1.5	-2.0				
22+50		-2.0									
22+00		-1.5		52+00	-2.0	-1.5					
				51+50	0.0	-2.0					
21+00		-1.5		51+00	2.0		-2.0				
20+50		-1.0		50+50	4.0		-3.0				
				50+00			-4.0				
19+50			-4.0								
19+00			-3.0	48+00	4.0						
18+50			-1.0	47+50	2.0						
18+00			1.0	47+00	0.0						
17+50			1.5	46+50	-2.0						
17+00	-4.0			46+00	-4.0						
16+50	-3.0	-1.0		45+50		-2.0					
16+00	-2.0	0.0		45+00		-1.5					
15+00		0.0		43+00		-1.5					
14+50		0.5		42+50		-1.0					
14+00			1.5	42+00		-1.0					
13+50			1.0	41+50		-0.5					
13+00			-2.0								
12+50		0.5		37+00		-0.5					
12+00	-2.0	-1.0	-2.0	36+50		0.0					
11+50	Match	-2.0	Match	36+00		2.5		66+00	Match	-3.0	Match
11+00		-3.0		35+50		7.5		65+50	1.5	-2.0	-2.0
				35+00		8.0		65+00		-1.5	
10+00	Match	-3.0	Match	34+50		6.5		64+50		-0.5	-2.0

Notes: 1. "CL Grade Change" is the elevation difference from the top of the existing surface profile to the proposed FDR or milled surface profile at the proposed Control Line.

2. "Match" locations will be surveyed by the Department prior to milling or fine grade operations. Grades will be provided to the Contractor.

3. The shoulders shall be considered straight graded and paved to the same slope as the adjacent traveled way.